



APPROVED SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

THURSDAY, MARCH 15, 2018

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 6:01 p.m.

2. ROLL CALL

PRESENT: Gary Bretz, Chair
Barry Graham, Vice Chair
George Ertel
Pamela Iacovo
Renee Higgs
Don Anderson

ABSENT: Michael Kuzel

STAFF: Paul Basha, Transportation Director
Lisa Johnson, Transportation Planning and Transit Operation Manager

GUESTS: Fred Leeder
Commander Chris Hall
Officer Michael Yavello

3. PUBLIC COMMENT

Chair invited public comments.

4. APPROVAL OF MINUTES

- Study Session of the Transportation Commission – February 15, 2018
- Regular Meeting of the Transportation Commission – February 15, 2018

Chair called for comments and/or corrections; there were none.

COMMISSIONER ANDERSON MOVED TO APPROVE THE STUDY SESSION MINUTES AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON FEBRUARY 15, 2018 AS PRESENTED. COMMISSIONER ERTEL SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER KUZEL WAS ABSENT.

5. BUS STOP PROCEDURES – FLAG STOPS

Lisa Johnson, Transportation Planning and Transit Operation Manager, stated that there are four existing trolley routes, ten local bus routes and one express route. The City of Scottsdale is responsible for the trolley routes. The ten local bus routes and one express route are run in partnership with Valley Metro and Phoenix. The trolley is an extension of the larger regional system and fills gaps in the regional system. There are currently over 600 posted bus stops throughout the City of Scottsdale, many of them shared with Valley Metro and the Tempe Orbit. There are two types of passenger stops in the transit industry: Flag stops and fixed stops. Flag stops are usually used in rural areas, where there is no investment, no signs posted and an absence of good pedestrian access to the route. They are not located at predetermined or agreed upon locations. A person goes to the route and flags the bus down.

Flag stop pros include: increases accessibility for those with limited mobility; requires no public investment. Cons include: Unpredictability; makes it difficult for driver to be aware of what to expect, takes away control over the location from the bus operator; relies on operator discretion, which is inconsistent; no investment; no bus information; no way to communicate with the customer; no shade provided; no ADA compliance requirement; inconsistent stop patterns. Currently, data collection that is associated with the automatic passenger counters is tied to a bus stop. Boarding at locations other than bus stops muddies the statistical analysis of ridership. There are liability concerns with having buses stopping in traffic.

Commissioner commented that riders who have the ability to flag down buses and to also exit buses where they choose benefit from limiting their time in the Arizona heat. Commissioner inquired about data collection methods. Ms. Johnson stated that each stop is coded in the system and tied in with the GPS for the bus in terms of tracking usage. When stops occur away from bus stops, this confuses the system, as this is not a bus stop.

Chair inquired as to the statistics of accidents and problems during the times the City of Scottsdale used flag stops in the past. Ms. Johnson stated she did not have the statistics readily available. She would have to research to determine if they were collected. Chair commented that the reduction in usage could correlate to the City's discontinuance of flag stops.

Fixed stops are more commonly used and function in traditional public transit service areas. At a minimum, fixed bus stops will have a bus stop sign posted. These stops are ADA compliant, including access to and from the bus stop, including an area at the stop that allows for a lift or ramp for wheelchair deployment. Most stops include some level of amenity, including bench,

shelter, lighting, trash receptacle or schedule information. These stops are at predetermined locations. Considerations include transfer points, access to crosswalks, business or residential node proximity. Pros for fixed stops include: The full investment is leveraged, providing an opportunity to invest more money in these locations. It includes predictable vehicle behavior. It is safer, in terms of predetermined assessments and locations in advance. They allow the City to be ADA compliant. They provide consistency with the region, a defensible position in terms of design standards and investment, and a common location for information on service disruptions. In terms of cons, fixed stops lack flexibility and limit access.

Ms. Johnson reviewed other transportation options. Cab Connection currently serves over 1,000 participants. Users must be Scottsdale residents, be 65 years or older or if under 65, must be ADA certified. It grants users taxi rides, which are subsidized up to 80 percent by the City of Scottsdale at a maximum of \$10 per ride. Each participant is given 16 vouchers per month. Reservations are made through participating taxi companies. In response to a Commissioner question, Ms. Johnson stated that the industry is headed toward use of Uber and other ride share companies to provide these services.

ADA paratransit requires users to be ADA certified. There is a \$4 regional fare. Riders can go from far East Mesa to Sun City West on a \$4 fare. Reservations may be made up to 14 days in advance, but not less than 24 hours in advance. Chair corrected this assertion, stating that a rider is free to make a reservation at 6 p.m. for a ride at 5 a.m. the next morning. Chair asked Ms. Johnson to define ADA certification. Ms. Johnson stated that to obtain ADA certification, an individual must be assessed through Valley Metro. Physical and cognitive assessments are included. Chair added that there is no cost for the assessment process. Applicants are provided transportation, if needed. Certification results must be provided within 21 days. Ms. Johnson said that the service is operated by Valley Metro and is a shared ride.

Other transportation options include Dial-a-Ride, operated similar to paratransit, except that riders must be 65 years of age or older, based on community. Riders may also use the service if they are under 65 and ADA certified. The fare is \$4 up to and equal to five miles and 50 cents for each additional mile. The base fare increases to \$9 at 15 miles with an additional dollar after. The service allows same-day reservations and is a shared ride.

Vice Chair thanked Ms. Johnson for this presentation, as it was strictly a Commission requested topic. The research is very informative. Chair suggested encouraging Commissioners to ride the trolley. In the past, John Kelly provided travel trainings to teach seniors and others how to use the trolley. Ms. Johnson said there is currently a focus on training with a Senior Transit 101 training recently at the Granite Reef, attended by approximately 85 people. Information on the various services available was provided.

Commissioner supported the City's decision to not support flag services, especially in light of the safety concerns with buses pulling over at undesignated locations.

6. ROUNDAABOUTS

Paul Basha, Transportation Director, stated that a dominant reason roundabouts are used is because they eliminate left turns at intersections, thereby eliminating conflicts and preventing collisions. The data for ten Scottsdale major intersections revealed that left turn volume varied from 15 to 20 percent of the total volume, whereas through vehicles varied from 60 to 75 percent. The Transportation Department is currently designing Raintree Drive from the

intersection of Scottsdale Thunderbird to the Raintree interchange with State Route 101. Analysis was performed by a traffic engineering consultant who examined five City intersections during peak hours and concluded that for intersections with roundabouts, the maximum average delay is only seven seconds. This is a dominant reason roundabouts are preferred throughout the nation. The City of Scottsdale 2016 Transportation Master Plan commits to a policy of installing roundabouts first, prior to considering the installation of a traffic signal. A signal could only be installed if the signal was proven to be superior to a roundabout at the particular location.

Vice Chair asked for confirmation that this criteria was used to abandon the proposed roundabout at the intersection at Raintree passageway and a signal was chosen instead. I.e., it was proven that a signal would be the superior choice. Mr. Basha clarified that that decision was made on a cost-benefit basis.

Mr. Basha noted that accident severity increases with travel speeds. At roundabouts, intersection travel speeds are between 15 and 25 miles per hour. Approach speeds at traffic signals are between 30 and 50 miles per hour on arterial streets. High speeds also increase stopping distance. The faster the speeds, the more serious the injuries. He provided a before and after description of the Hayden Northsight Roundabout, which began operation in January of 2014. Chair asked about the effects to Frank Lloyd Wright traffic by adding an additional signal. Mr. Basha said that the travel time on Frank Lloyd Wright decreased with the improvement. The signal did cause some disruption, but alleviated much more disruption than it caused. Previous to the roundabout construction, traffic volumes on Hayden Road were just under 10,000 and northbound on Northsight, they were about half that. Southbound on Northsight was just over 1,000. With the roundabout, northbound Hayden is at 13,000. The ratio of the major street volume to minor street volume is approximately even. Roundabouts function best when volumes are relatively equal.

Mr. Basha confirmed Commissioner's assertion that the traffic signal installation on the Northsight location turning west onto Frank Lloyd Wright would have something to do with the increased traffic volumes on Northsight. Vice Chair asked why a roundabout would not be better for a Scottsdale/Shea or Indian School/Hayden intersection. Mr. Basha stated that those intersections have three approach lanes per direction. The Department is not quite ready to suggest a three lane roundabout in Scottsdale.

Commissioner inquired as to whether the main objective was to improve the major to minor, pedestrian safety or decreasing accidents. Mr. Basha said he was not with the City when this decision was made. He strongly advocated for the roundabout as a private citizen. The Transportation Department reviewed a dozen alternatives, narrowed them to four alternatives and finally to the alternative that has been constructed. Commissioner commented that with the roundabout design, there is no protective path for pedestrians. Mr. Basha acknowledged this and stated that roundabout design has dramatically improved over the last 20 years. Pedestrian accommodation is far superior with modern roundabouts. Commissioner noted that in roundabout designs around the country, there is inclusion of a pedestrian crosswalk down from the intersection a number of yards. Mr. Basha agreed that relocating the pedestrian crosswalk farther from the roundabout is the safest accommodation. For the roundabouts being constructed on Via Linda between Hayden and Pima, several such crosswalks will be included. Roundabouts are also designed with bicycle traffic considerations. Chair commented that for blind individuals, moving the crosswalk farther from the circle would be helpful. However, there is a challenge for the blind if a large vehicle in the through traffic area is trying to make a right turn.

Mr. Basha reviewed the change in traffic volumes from intersection to roundabout as well as collision data from intersection to roundabout. While the number of collisions in the roundabout increased, the number of injury collisions decreased substantially. Commissioner inquired as to the definition of success. Mr. Basha said any reduction in collisions is a success and is a greater success if the rate of injury is reduced. There is not an objective criteria or percentage which identifies a success, but rather, this is seen on a sliding scale.

Vice Chair asked for the definition of a collision versus an injury collision. Mr. Basha stated that an injury collision is an instance where a person in one of the vehicles has been seriously injured. Injuries are ranked on a 5 point scale, 5 being a fatal injury. Investigating police officers make the determination into which category an injury falls.

Vice Chair asked whether Department staff was surprised by the data reflecting an increase in collisions with the roundabout. Mr. Basha acknowledged that staff was surprised by the increase. When they last compared the results of signal versus roundabout at the 18 month point, there was a relatively small reduction in the number of collisions. They anticipated that the comparison would continue to be more favorable. There are a number of contributing factors, including increased traffic volumes. It is likely that unfamiliar drivers are now using the intersection. There have also been changes in land use patterns. During the six peak workday hours as well as the off peak hours, there is a dramatic reduction in collisions. However, on the weekends, the injury collision rates have increased, attributed primarily to unfamiliar drivers. Peak hours at the location are 9 a.m. to 3 p.m., which is an uncommon peak period.

Mr. Basha addressed national public opinion data published in professional journals. In general, six weeks prior to roundabout construction, 20-40 percent of those surveyed favored roundabouts. Six weeks after construction, over 60 percent favored roundabouts. One to five years after construction, 60-80 percent favored roundabouts. Similar results were found in other cited national studies. The studies included roundabout construction results from three states. Each included a two-way stop to a roundabout. The mean delay decreased by 10 to 20 percent. The maximum delay decreased approximately 50 percent. Percent stop and maximum percent stops decreased quite dramatically. Volume to capacity ratio decreased quite significantly. The concept of a roundabout is that all cars traveling slowly is faster and more efficient than many cars stopping and then going again.

Mr. Basha listed the benefits of roundabouts:

- Cost efficiency
- Greater system efficiency
- Reduces government intrusion
- Traffic signals are expensive to install and maintain
- Emergency response benefits from both cost and restriction reductions

Commissioner commented that in certain situations, roundabouts are beneficial, however they are not so at the locations installed on U.S. 93 to Wickenburg. Mr. Basha agreed that they are not appropriate for every situation.

Commissioner questioned why yield signs would not serve the same purpose as roundabouts. Mr. Basha stated that most roundabouts have a yield sign at entry. The difference is that the intersecting traffic is traveling slow. Where yield signs become less utilized is when the

intersection street has relatively high speeds. Chair added that a yield sign would allow for a left turn, where roundabouts do not.

Discussion ensued regarding cost comparisons. Typical traffic light installation is \$250,000 to \$500,000, which does not include the ongoing maintenance and electricity costs. Roundabouts are constructed at \$2.5 million, but do not require significant ongoing maintenance and no electricity costs. Commissioner surmised that much of the cost must be contingent upon purchasing right-of-way. Mr. Basha stated that there are so many factors included in determining construction costs that it is difficult to generalize. For an intersection that will be newly signalized compared to an intersection that will be newly constructed as a roundabout, the cost is approximately \$200,000 less.

A video was played of the newly constructed roundabout location at 90th Street. Commissioner asked about the driving factor for the roundabout installation. Mr. Basha reiterated that the decision was made prior to his arrival on staff. When he was a consultant, Honor Health hired him to analyze their 20 year master plan, which included transportation considerations. The analysis revealed that 90th Street had a large incidence of collisions, most turning on or off 90th Street from adjacent driveways. Part of the impetus for the roundabout was safety considerations.

Chair asked for clarification on the desired ratio of major to minor street volume. Mr. Basha said that if the volume is greater than 10 to 1, a roundabout is likely not the best solution. The closer the ratio gets to 1 to 1, the more favorable a roundabout is as a solution.

7. CAPITAL IMPROVEMENT PLAN PROJECT PRIORITIZATION

Mr. Basha addressed consideration for the preparation of a letter from the Transportation Commission to the City Council. It addresses the Five-Year CIP with year 18/19 being the first of the five years and 2022/2023 being the fifth year of the CIP. The City Council will be discussing the prioritization over the next three months with a tentative budget vote in May and a final vote in June. The projects are ranked from 1 to 87 with approximately \$18 million available for additional projects. The intersection of 128th Street and Via Linda is just above the funding level. The intersection of 126th Street and Via Linda is just below the funding level. The preliminary estimate cost is \$2.5 million. This is the total cost of the roundabout improvements, which would be 50 percent funded by the Scottsdale Unified School District (SUSD). Traffic columns and collision patterns would be thoroughly analyzed in coordination with the Police Department and with the Scottsdale schools prior to making a final decision. The decision would be presented to the Commission prior to implementation. The project would be constructed in the last of the five year CIP in 2022/2023. Finalization of plan and design would occur in 2021/2022.

The projects with a Y indication refer to ongoing annual projects. The increase noted is for the fifth year. Some problems include Arterial Life Cycle Program (ALCP) funding. For these projects, the City provides 30 percent funding and MAG provides 70 percent. Two of the projects include federal grants. One project above the redline include participation by SUSD. Both Via Linda projects were developed in collaboration with SUSD and the Police Department. A roundabout was recently constructed on 124th Street at Anasazi School, also in collaboration with SUSD.

Mr. Basha listed the Commissions options:

- Direct the Chair to send a letter to City Council expressing their desires for project prioritization
- Letter could suggest removal of consideration for the two intersections from the CIP
- Commission could suggested that the two projects be delayed beyond the Five-Year plan and further into future for consideration
- Write a letter to the City Council that no action be taken until a thorough investigation of the traffic patterns of the locations takes place and that the analyses be presented to the Transportation Commission for deliberation and recommendation prior to proceeding to design
- Commission could specifically state approval for anything but roundabouts at the two locations
- Commissioner could specifically advise only consideration for traffic considerations at the two locations

Mr. Basha addressed the question of whether traffic signals installed at the locations would be on-demand traffic signals. Every traffic signal that has been installed in Scottsdale for the last three decades is an on-demand traffic signal. If a signal were installed at 128th Street, the light would remain green for traffic on Via Linda until traffic approached the intersection and the traffic signal senses the oncoming vehicle or pedestrian. Then the light on Via Linda would change from green to red. If the signal loses communication through its sensors, the signal is intended to fail safely and assume that a vehicle is there.

Chair invited public comment. Fred Leeder introduced himself as a board member of the Sonoran Heights Homeowners Association, a community of 263 homes directly across Via Linda from Mountainside Middle School and Desert Mountain High School. Any school day problems in the area might be more easily solved without installing a \$2.5 million roundabout. There does not seem to be a problem for the community's small number of vehicles coming out of their gate and turning right. Only a handful turn left across traffic into the eastbound lanes of Via Linda. They could stop left turns from their gate, as they have alternative exits onto 128th Street. The main problem at the location is across the street at the school and public library parking lot, which is closed to drop-off and pick-up traffic. Only school buses, visitors and library patrons are permitted in the lot. The library does not open until 9 a.m. During the recent study, 57 vehicles entered the lot between 7 and 7:45 a.m., more than one a minute, most dropping off students at the high school. There were 31 cars attempting to exit the restricted lot and turn left across traffic to the westbound lanes of Via Linda. Thirteen cars turned right onto eastbound traffic with relative ease. At times, there were 15 cars backed up into the lot for as much as five minutes. Two vehicles were observed going right over the crosswalk lines with a child still walking in it. No cars crossed Via Linda to the community's gates. The parking lots and community gates are not through streets. In the afternoon, 93 cars exited the lot during peak time, trying to turn left. Four vehicles and a school bus crossed the crosswalk lines with children in the crosswalk. Forty-one vehicles turned right from the lot. He suggested that left turns be prohibited from the lot. The main problem seems to be the school's failure to enforce its own posted restrictions on the lot. A roundabout will not solve the problems or decrease vehicles on Via Linda during peak school and commuter times. The worst school generated traffic problem on Via Linda is between 126th and 128th Streets, where the Police Department has had to block a westbound lane of Via Linda with a police car and direct traffic into and out of another lot to accommodate Mountainside pick-ups and drop-offs.

Commissioner requested the traffic citation statistics. Commander Chris Hall said that for the past year, the totals were 211 issued citations with 171 issued through the photo enforcement program. There were two vehicle accidents for the same period of time. In response to a Commissioner question, Commander Hall stated that school resources officers are assigned specifically their campus. They are devoted to the location for this purpose both in the morning and afternoon, if the volume is at its peak. The resources officer would not be taken away from the location, unless there were some other emergency in the general vicinity that would require their assistance. Officer Michael Yavello, School Resource Officer for Mountainside Middle School, stated that he also assists the officer from Desert Mountain. He identified the location of traffic control between the two schools in the morning and afternoon drop-off and pick-up times.

Commissioner stated that based on observation and experience, it is the Mountainside Middle School students hanging out at the high school in the library waiting for pick-up, which may be due to congestion at the middle school. Officer Yavello stated that one reason for this is because some parents are unable to pick their children up at 2:50 to 3:00 p.m. Commissioner commented that some children do their homework at the library, to be picked up a later time by their parents. Some students who have sports practice sessions after school also go to the library after practice, to wait to be picked up by their parents.

Chair asked how much traffic the library generates. Officer Yavello stated that he does not know what the volumes are. Mr. Basha added that libraries typically do not generate much traffic. In response to a question from Chair, Mr. Basha said he does not know the traffic ratios between Via Linda and 126th and Via Linda and 128th. This would be included in the detailed analysis four years into the future. Commissioner noted that the published statistics indicate an average daily volume of 9,700 to 10,200 cars on the identified segment.

Commissioner noted that the packet contains the draft letter to City Council regarding the fact that while roundabouts are appropriate in many cases, they are not appropriate for this area. The area is not congested, nor does it have a history of dangerous collisions. Chair invited comments regarding the letter. Commissioner stated that letter asks that City Council not permit roundabouts at the location. It requests that the City Council lower the project on the prioritization list. Commissioner commented that the Commission should request the drop in prioritization without adding statements that roundabouts should not be used until a thorough study is completed. Mr. Basha agreed, in that the City Council will not be discussing types of solutions, but will simply be discussing prioritization opinions. A brief description, based on the three presentations heard by the Commission on this topic, would be advisable for inclusion. He suggested the letter be no more than three paragraphs. It was discussed that the process would begin with the Chair's drafting of a letter, forwarded to Mr. Basha, who would then forward it to the other Commissioners for review.

COMMISSIONER ERTEL MOTIONED TO DIRECT CHAIR TO WRITE A THREE PARAGRAPH LETTER ADDRESSED TO CITY COUNCIL THAT STATES THE TRAFFIC IMPROVEMENT PROJECTS FOR VIA LINDA AT 126TH AND 128TH STREET BE LOWERED IN PRIORITY TO THE LOWEST RANKING ON THE CAPITAL IMPROVEMENT PROJECT BUDGET, THAT THE LETTER INCLUDE THAT THE COMMISSION BASED THIS ON THE FACTS AND CIRCUMSTANCES AND NOT OPINIONS ABOUT ROUNDABOUTS. FURTHERMORE THAT THE CHAIR WILL DRAFT THE LETTER, SEND A COPY TO THE DIRECTOR, WHO WILL THEN SEND THE DRAFT TO THE OTHER COMMISSIONERS FOR THEIR REVIEW AND EDIT. THEY WILL SEND EDITS TO THE DIRECTOR WHO WILL FORWARD THOSE TO THE CHAIR TO MAKE EDITS, IN SOLE AND ABSOLUTE

DISCRETION BEFORE SENDING, WITH THE DRAFT DUE IN ONE WEEK AND RESPONSES DUE ONE WEEK LATER. COMMISSIONER ANDERSON SECONDED. THE MOTION CARRIED BY A VOTE OF SIX (6) TO ZERO (0). COMMISSIONER KUZEL WAS ABSENT.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha stated that April is Valley Bike Month with a number of activities planned in Scottsdale. Commissioners are invited to participate. Training for bus and trolley riders continues at senior centers and other locations. Chair suggested that the Cycle the Arts be held on a day other than a Sunday morning. Mr. Basha said that Sunday morning seems to be the most popular time, but staff will evaluate different days and times.

Mr. Basha announced a change with Cab Connection. Currently, riders can only use the service to go to and from their homes. This is being changed beginning in April, to allow travel anywhere. There still a 16 voucher limit. Chair encouraged marketing to encourage users to move from more costly paratransit options.

Mr. Basha addressed proposed bus and trolley route changes, which were discussed at length last month. Seven changes are suggested. The first two were discussed at length in March. It is suggested that Route 56 terminate in Scottsdale at the Desert Botanical Gardens. In terms of Route 72, a ten minute frequency was attempted between Fashion Square and Tempe Transit Center, which resulted in a decrease in ridership. The suggestion is to eliminate the route. The Commission suggested elimination of Express Route 514. The Department suggests either elimination or rerouting of service. Also discussed was combining the three non-Downtown Trolley routes into two routes. It was previously understood that funding the Cactus Trolley would not be possible this fall. However, there is an updated opinion. Because of the first three changes, funds will be saved sufficient to operate a limited Cactus Trolley. The Trolley provider, RGW, will be able to lease buses for the City's use, which means that the City will not need to purchase buses.

In response to a Commissioner question, Mr. Basha confirmed that Route 514 starts in Fountain Hills and goes to Phoenix.

Chair asked whether there would be marketing for the Cactus Route and the new combined route. He asked when the information will be available to current riders. Mr. Basha said that considerable marketing will be conducted. The Scottsdale Trolley will serve Scottsdale Shea Honor Health and the Via Linda Senior Center. It will also connect with the Bell Road Bus. The item will be included in the Commission's April agenda. The first public hearing is in May.

Mr. Basha stated that there is contemplation of ending the Shea Boulevard route at Hayden Road. There is also a proposal to modify Route 81 on Hayden Road. The current route extends north to connect to the Bell Road Route. There is a suggestion to eliminate the route. There is minimal ridership on Hayden Road north of Shea. Commissioner inquired as to ridership on the Miller Route along Pima. Mr. Basha said there is no route currently. The expectation is there will be minimal stops, ridership, boarding and disembarking in the segment. The purpose of the route is to connect to the north to Cactus Trolley. Shortening the Hayden route and moving it to Hayden Road provides additional funding for the Cactus Trolley.

Chair asked about the ridership of Route 81 along the proposed Miller Road route. Mr. Basha said that ridership in the vicinity is higher than the ridership north of Shea. It is seen as providing more service to a greater geographic area, while still providing service along Pima Road. Chair asked about a connection between the 81 and the Miller Road Bus. Mr. Basha said that Route 82 for Hayden does intersect with the proposed new Miller Road route at Hayden and Chaparral and also at 68th Street and Chaparral.

Vice Chair asked whether this invalidates the vote made regarding the extension of the trolley to the transit center. Mr. Basha said it is seen as being in concert with what the Commission voted. The issue was duplication in routes. The proposal provides greater service to a larger geographic area. Vice Chair asked about whether there will be partnering with SRP-MIC. Mr. Basha stated that partnership would only be for publicity and not in terms of cost sharing. Chair suggested evaluation of the purple section north in terms of ridership and the possibility of eliminating another.

Chair addressed funding and the pursuit of federal grants. Mr. Basha confirmed that staff is searching for grants, including exploration of grant funding for these proposals. The first regional meeting on the routes will be later this month. RMC and TMC will discuss the routes at their April meeting. The MAG Board will explore the issues in April. In May, there will be discussion on more definite routes, terminations and ideas.

Route 514 currently extends into Fountain Hills and travels into Scottsdale. It also travels along McDowell Road. It is a very poorly used service, with a maximum of two dozen riders per day. There are four trips per day. Fountain Hills pays approximately \$38 per passenger. Scottsdale pays approximately \$16 per passenger. The low ridership is attributed to the fact that it is not an express, but winding on various streets through the City. There is exploration for the possibility of a route on Shea Boulevard that would connect Fountain Hills to the east to park-and-ride lots on SR 51 and Shea Boulevard. This is very popular ten minute express route. In response to a question from Chair, Mr. Basha said it is envisioned there would be just a few stops along Shea in Scottsdale. It is contemplated to be a limited stop express service. Chair stated that Scottsdale would then be responsible for the bulk of costs. Mr. Basha said preliminary cost estimates reflect a savings, compared to the existing 514 Express. Chair requested that staff provide cost comparisons at the next Commission meeting. There are anticipated to be several public hearings in Scottsdale.

8. PUBLIC COMMENT

There were no comments.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Vice Chair asked for confirmation that an upcoming meeting will include leading versus lagging arrows. Mr. Basha said this agenda item will be presented in April.

10. ADJOURNMENT

With no further business to conduct, Chair Bretz adjourned the regular meeting at approximately 9:12 p.m.

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**